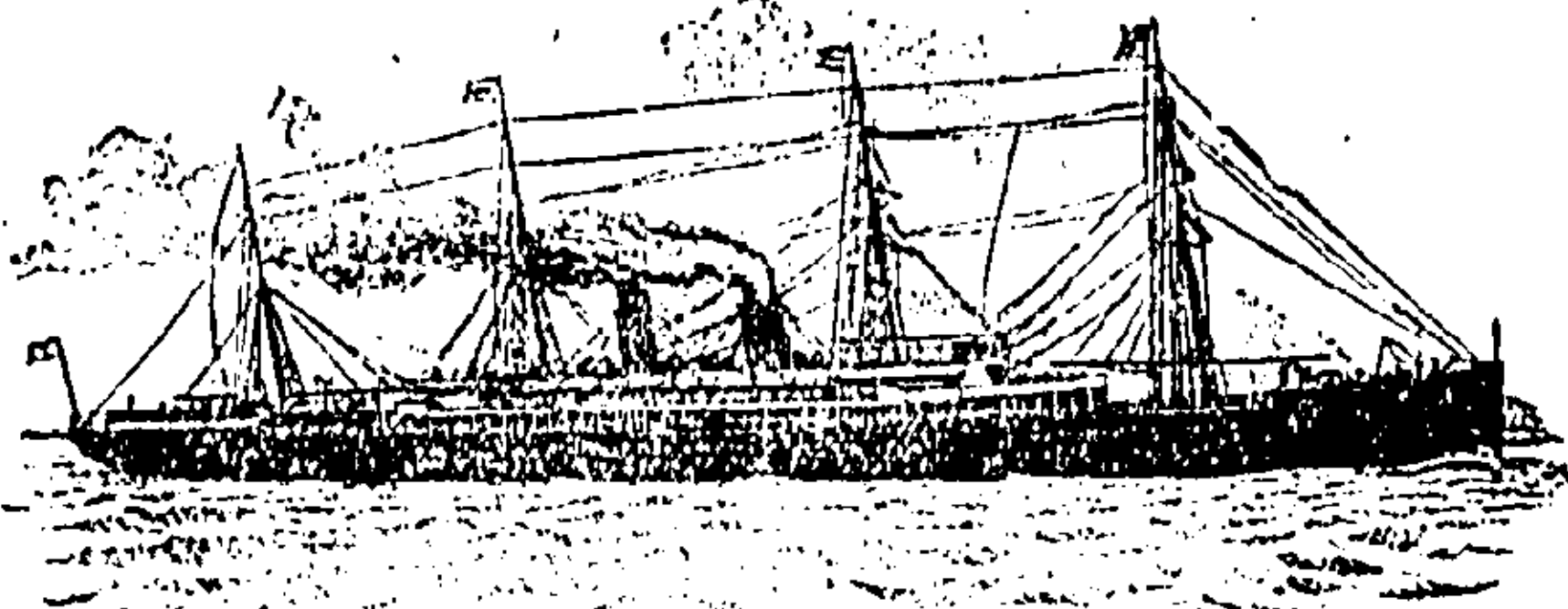


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"KOREA"	1,276 Gross Tons	THURSDAY, 10th March, at Noon.
"GAELIC"	4,205 "	SATURDAY, 19th March, at Noon.
"CHINA"	5,060 "	TUESDAY, 5th April, at Noon.
"DORIC"	4,784 "	THURSDAY, 14th April, at Noon.
"SIBERIA"	11,284 "	SATURDAY, 30th April, at Noon.
"COPTIC"	4,352 "	SATURDAY, 7th May, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "KOREA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 10th March, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

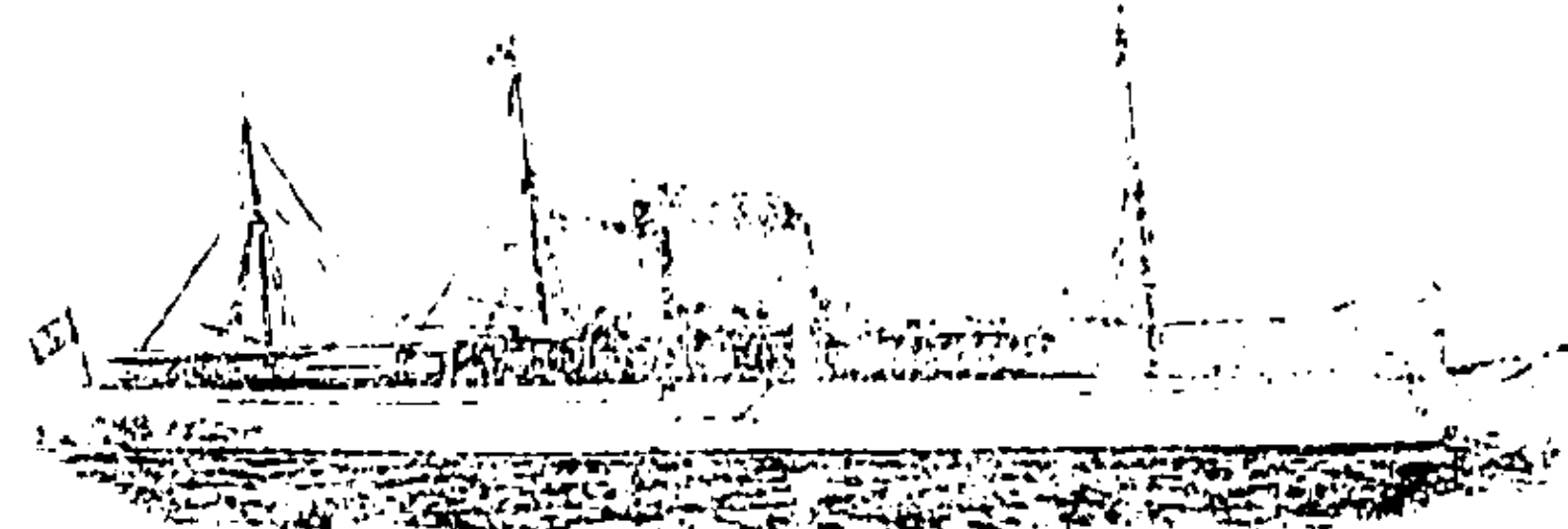
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.
Southern Route; passengers enjoy out-looks throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.
Sailings positively on schedule date.

For further information, apply to the Agents of the Companies, Queen's Building.
H. W. TILDEN, Agent.

Hongkong, 24th February, 1904.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION)

R.M.S. "EMPRESS OF JAPAN"	6,000 Tons	WEDNESDAY, 9th March.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 23rd March.
"ATHENIAN"	3,882 "	WEDNESDAY, 6th April.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 20th April.
"TARTAR"	4,425 "	WEDNESDAY, 4th May.

Hongkong to London, 1st Class £40. Via New York £62.
Hongkong to London, Intermediate on
Steamers, and 1st Class Rail £40.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,
9, Pedder's Street.

Hongkong, 24th February, 1904.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
BAMBERG	HAVRE and HAMBURG.	22nd March.	Freight.
Mithras	(Calling at SINGAPORE and PENANG.)		
SAMBIA	HAVRE and HAMBURG.	23rd March.	Freight.
Lining	(Calling at SINGAPORE and PENANG.)		
ABESSINIA	HAVRE and HAMBURG.	5th April.	Freight.
Filler	(Calling at SINGAPORE and COLOMBO.)		
SUEVIA	HAVRE and HAMBURG.	19th April.	Freight.
Borck	(Calling at SINGAPORE and PENANG.)		
ARTEMISIA	HAVRE and HAMBURG.	3rd May.	Freight.
Gronmeyer	(Calling at SINGAPORE and COLOMBO.)		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 3rd March, 1904.

GO TO THE
KOWLOON HOTEL,
KOWLOON.

J. W. OSBORNE,
Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons,	Captain H. D. Jones.
"POWAN,"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN,"	2,300 "	A. W. Dixon.
"HANKOW,"	3,073 "	C. V. Lloyd.
"KINSHAN,"	1,867 "	J. J. Lassius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons,	Captain W. E. Clarke.
-------------------	-------------	-----------------------

Departures from Hongkong to Macao on week days at 2 P.M. and on Sundays at 12.30 P.M.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	2,191 tons,	Captain T. Hamlin.
------------------	-------------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	888 tons,	Captain H. Branch.
"NANNING,"	569 "	C. H. Huchart.
"FAK HING,"	618 "	R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 25th January, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL

ATTENTION.

FULL LINE OF SUPPLIES

ALWAYS IN STOCK.

ORIENTAL

COSTUMES AND

FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE

THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40) PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL

OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Lunch Service for Guests.

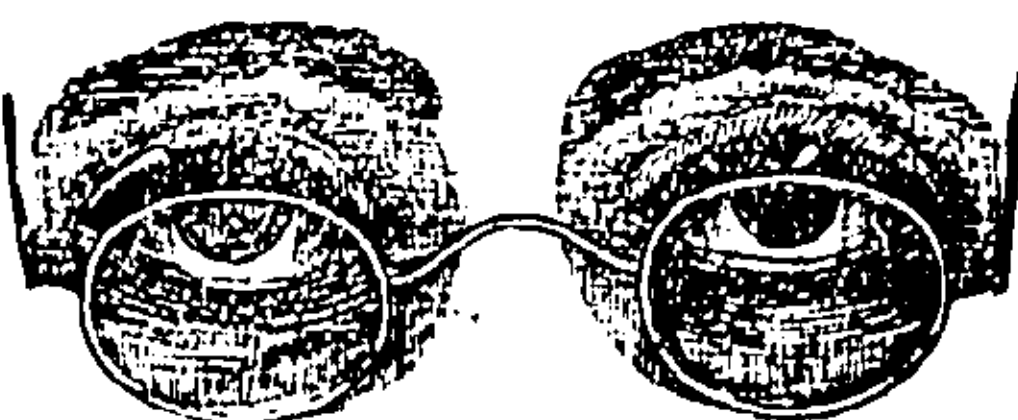
For Terms, apply to

Hongkong, 1st November, 1902.

THE MANAGER.

[29]

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

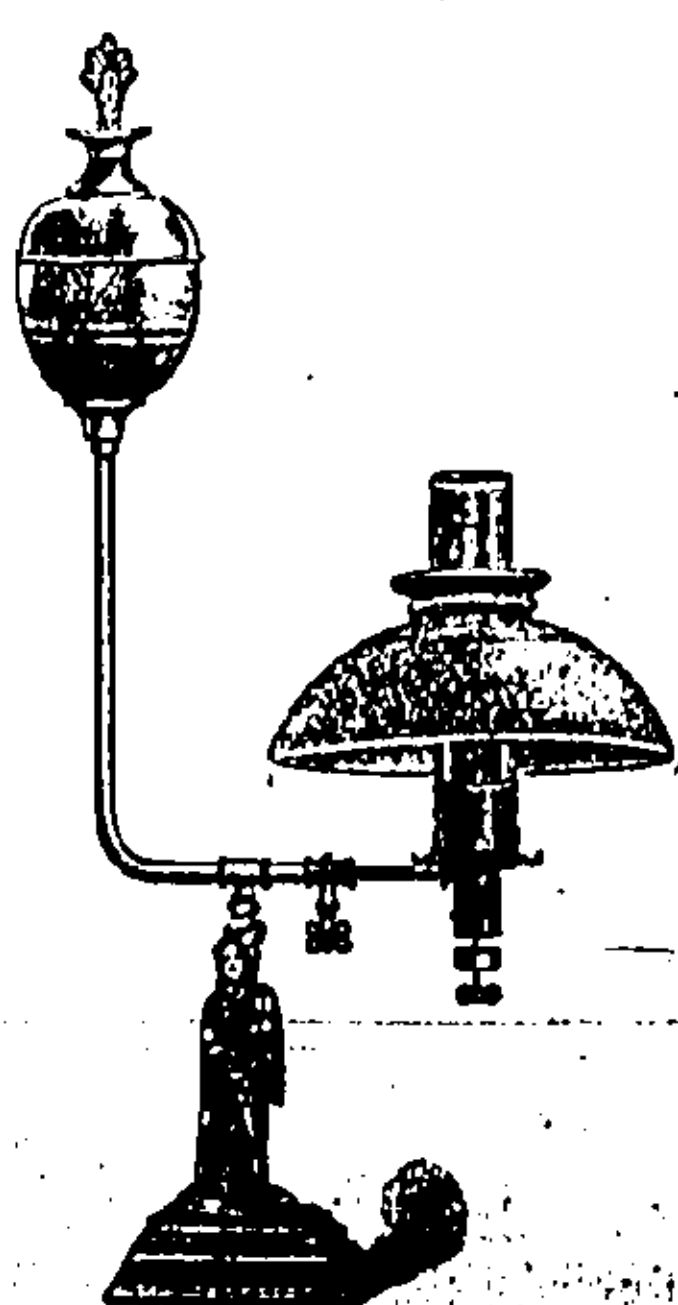
16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

[44]

For Sale.

FOR SALE.



INCANDESCENT,
Gasoline,
Lamps of all
descriptions
from the best
makers.

Incandescent,
Mantles,
Chimneys,
Globes, Shades,
&c., for
Gasoline and
Gas Lamps at
the most
moderate
prices.

Lamps fixed
up for Buyers
free of charge.

Naphtha of
the best kind
kept in stock.

TAI KWONG CO.,
14, Lyndhurst Terrace,
Hongkong, 17th November, 1903.

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept first
class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.
Hongkong, 28th May, 1904.

To be Let.

TO LET.

NOS. 4, 5, 6 and 9, AUSTIN AVENUE,
KOWLOON, at moderate rentals, with
immediate possession.

Apply to

HUMPHREYS ESTATE & FINANCE

CO., LTD.

Hongkong, 29th February, 1904.

[292]

TO LET.

NOS. 6, BARROW TERRACE, KOWLOON.

Available 1st March.

Apply to

THE SAM WANG CO., LTD.

Hongkong, 17th November, 1903.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, 105 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[G]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[32]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from
the Military Authorities that GUN
PRACTICE will be carried out from Eagle's
Nest Hills, South-East of Tai Po Road (5 1/2
miles), in a direction due North, against the
Southern Slope of Needle Hill to the North-
West of that road (7 miles) on the 7th March,
1904, between the hours of 8 A.M. and 2 P.M.
If the Weather is unfavourable on the above
date, Practice will take place on the 8th March,
during the same hours.

By Command, A. M. THOMSON,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 4th March, 1904.

NAVY CONTRACTS 1904-5.

SEALED TENDERS, in duplicate, will
be received by the VICTUALLING
STORE OFFICER, H. M. Victualling Yard,
until Noon on MONDAY, the 14th March, for
the under-mentioned articles:—
FRESH BEEF.
FRESH VEGETABLES.
FRESH POTATOES.
RICE.
SUGAR.

Form of Tender and further particulars are
to be obtained at the Office of the VICTUALLING
STORE OFFICER.
Samples of Sugar and Rice to accompany
Tenders.
The right to reject the lowest or any Tender
is reserved.

H. S. VAUGHAN,
Victualling Store Officer.

H. M. Victualling Yard,
Hongkong, 4th March, 1904.

[330]

GEO. FENWICK & CO., LIMITED.

THE FIFTEENTH ORDINARY GEN-
ERAL MEETING OF SHARE-
HOLDERS will be held in the HONGKONG
HOTEL, on WEDNESDAY, the 9th March,
at NOON, for the purpose of receiving the
Report of the Directors, declaring a Dividend,
and electing Director and Auditor.

The TRANSFER BOOKS of the Company
will be CLOSED from the 7th until 10th
March, both days inclusive.

By Order of the Board of Directors,
W. G. WINTERBURN,
General Manager.

Hongkong, 1st March, 1904.

[312]

HONGKONG AND KOWLOON WHARF
AND GODOWN COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTEENTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS in the above Company will be
held at the COMPANY'S OFFICE, No. 2, Con-
naught Road, at 12.15 P.M., on THURSDAY,
the 10th MARCH, for the purpose of receiving
the Report of the Directors, with a Statement
of Accounts to the 31st December, 1903.

The TRANSFER BOOKS of the Company
will be CLOSED from the 1st to the 10th
MARCH, both days inclusive.

R. J. MACGOWAN,
Acting Secretary.

Hongkong, 25th February, 1904.

[287]

THE CHINA BORNEO COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIRST ORDINARY YEARLY
MEETING OF SHAREHOLDERS of
the above Company will be held at the Office
of the Company, No. 4, Queen's Buildings, on
SATURDAY, the 19th March, 1904, at 12
o'clock Noon, to receive a Statement of Accounts
to the 31st December, 1903, and the Report of
the General Manager and Consulting Com-
mittee and to elect a Consulting Committee
and Auditor.

The TRANSFER BOOKS of the Company
will be CLOSED from the 5th to the 19th
of March, both days inclusive.

J. WHEELLEY,
General Manager.

Hongkong, 3rd March, 1904.

[334]

HUMPHREYS ESTATE AND FINANCE
COMPANY, LIMITED.

SHAREHOLDERS are hereby notified that,
on and after this Date, they can obtain
SCRIP CERTIFICATES for SHARES of the
NEW ISSUE in EXCHANGE for HONG-
KONG AND SHANGHAI BANK RECEIPTS on
Application at the REGISTERED OFFICES of
the Company, Nos. 38 and 40, Queen's Road
Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 15th February, 1904.

[257]

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the "Hongkong Telegraph" and
they are warned against paying more than
TEN CENTS (10 cts) per Single Copy.

THE MANAGER.

Hongkong, 17th November, 1903.

[11]

THE TRYPOGRAPH DUPLICATOR
(ZUCCATO'S PATENT).

NEW MODEL with IMPROVED SLATE
RED PRINTING SURFACE.
5,000 Copies direct from original in BLACK or
any other Colours.

Largely used in H.M. Government Offices.

WILL STAND ANY CLIMATE.

ORIGINAL, BEST,

CHEAPEST,

AND

IS RUSSIA RIGHT?

THE OTHER POINT OF VIEW.

[BY MADAME OLGA NOVIKOFF.]

For many years I have striven to prove the usefulness of an *entente cordiale* between Russia and England.

At one time I thought that that was not an idle dream; that facts would prove sufficient teachers. England's mistakes and misapprehensions came to be perceived, and were admitted and pointed out by great English statesmen like Mr. Gladstone. During all that long period no friendly act towards England was committed by Russia. On the contrary, though England occupied Egypt we made no protest. She annexed the Bazar of the Nile on our part not even a Kruger telegram.

Those were not inconsiderable appropriations. But even before then, or at all events before the latter of those remarkable coups, one of the most trusted of English advisers now summoned to the highest military council of reform, wrote in 1898:

TO STEAD RUSSIA'S ADVANCE.

The policy, persistently followed of attempting to stem the Russian advance in Central Asia by diplomatic Notes baffles explanation. Remonstrance against each successive step taken by Russia in regions where we have no substantial interests, present or prospective, appears to have grown into an established tradition.

Moreover, the diplomatic campaign waged against Russia has no parallel in our dealings with other Powers. While Russia could not occupy the remote basis of Suez without arousing great irritation, France might annex Tunis and Madagascar without exciting even mild surprise.

From first to last the policy of hostility to Russia has proved an absolute failure. It has not in the slightest degree retarded her Asiatic expansion. It has bred and maintained misunderstanding and ill feeling between two great nations. It has directly provoked measures of reprisal which have entailed commercial and other loss upon the people of Great Britain and India. It has not conducted to our national dignity. Reflection will show that even after two centuries of expansion Russia has not occupied a square yard of territory which is now or ever has been desired by Great Britain. This cannot be said of France, of Germany, or of the United States. In such circumstances, it is difficult to believe that a direct understanding with Russia in Asia is impossible.

IN MANCHURIA.

I might quote of the leading opinions, such as the late Lord Salisbury's "wrong house" speech. So that, as I say, I had at one time hopes, though they have now proved illusory, since it has turned out that, while spurning Russia, England has allied herself with Japan. It thus remains for me only to say, "Chacun a son goût."

But you may be impatient with this exordium, and expect me to address myself to the question of the moment.

Well, what have you to complain of? We have, at immense cost, run our railway through Manchuria to the sea at Port Arthur, where we have established ourselves under the benediction of your present Prime Minister, and where I take the liberty to think we are sure to remain. The other terminus of our great railway is at Vladivostok.

Now, to say nothing of the section to Port Arthur, if you turn to the sketch map just published by the *Times* you will see how completely even Vladivostok itself might be dominated by Manchuria, and how necessary, therefore, it is for us to exercise an influence in that province, if we have done the same—only more so—in Egypt. But to suppose that we are aiming at your principle of annexation is to misapprehend us.

THE LAST THING RUSSIA DESIRES

On the contrary, the last thing we desire is to enrol the Chinaman as a Russian subject. That political union would indeed be a dangerous one. The power to restrict, or it necessary, to prevent (as the United States and Australia already do), Chinese immigration into Russian territory is one that we are not likely to relinquish. Our attitude in Manchuria is thus a perfectly correct one, and moreover, even if it were otherwise than correct, it is the concern only of the two countries immediately interested.

As to Korea, I am not aware that any proposals have been made by Russia such as could be regarded as unreasonable either by that country or by Japan, and I have yet to learn that Korean sympathies lean less towards ourselves than towards the alleged authors of the murderous intrigue in the Korean capital which resulted in the death of the Korean Emperor. More than this, however, in the present delicate position of affairs, it is difficult for me to say. Let us rather consider the situation from a broader and more general point of view, as affecting the common interests of the western world—trade interests and political interests.

JAPAN AND BRITISH INTEREST.

As to trade interests, you ought to be better able than I am to estimate whether your trade would be benefited by an extension of Japanese and an exclusion of Russian influence in the Far East. If my information be correct, your trade with Japan is not very flourishing. Indeed, I am told that there is no longer a decent living to be earned by European traders in that country. That its laws are already discouraging to foreign traders; resident there is a well-known fact. Quite recently we have heard against the alleged violation of English treaty rights, while, in further illustration of the position, we read in the London newspapers of last week that two large American offices in Japan have closed their doors owing to vexatious restrictions there.

Compare this with the recent statement of your eminent merchant, Mr. Evelyn Hubbard, who testifies that in the twenty years during which his firm has done business in Russia it has never had to complain of injustice at the hands of our Government. Look, too, at the number of English companies, firms, and individuals now doing a large and profitable business in Russia. Japan is, I understand, your keenest competitor in the Chinese import trade, which is drawing every effort to monopolize. Its commercial aims are continually stretching in other directions where you are interested.

Why, then, the English should expect more trade benefit at the hands of Japan than at those of Russia, in my business ignorance, fail to perceive.

THE ISSUES AT STAKE.

But still more serious for the welfare of the world are the political issues now at stake. If, from an English standpoint, the advance of Russia to its eastern seas be regarded as a menace, has England realised what might and probably would be the alternative issue? Let us suppose, if that be possible even for the sake of argument, that in the lamentable event of war, Japan were to be ultimately victorious; that it continued its present efforts to regenerate China, to organise the splendid fighting material of that country, to supply it with modern armaments, and then to beat down the barrier so long opposed by Russia. Mongol encroachment would be for the benefit of the western world?

A far-reaching passage, with the best possible sources of information at his command, takes a serious view of the "Yellow Peril." The *Illustrations of Russia or of Japan*

ascendancy may, in the English view, be a choice of evils. This amuses me. But, if so, would it not be best to choose the lesser evil of the two? If English territory be not contiguous to that of a Yellow Empire, as (for thousands of miles) is ours, she has Colonies not very far removed from possible attack, and her Indian Empire is, perhaps, more vulnerable from the east than from the west. If she decides the possibility of such dangers, I have reason to believe that she will be wrong.

Of course, as a thorough Russian, I cannot claim impartiality for my views. Let English readers, then, study the views of one of her own most trustworthy authorities on Japan, Mr. F. J. Norman, who has spent more than fifteen years in that country.

British prejudices are terrible rocks. But, if Faith can remove mountains, perhaps rocks may in time be penetrated by Truth.

Intimations.

ROBINSON PIANO CO. LTD.

HONGKONG, SHANGHAI, SINGAPORE.

CABIN PIANOS

AND

BABY ORGANS

GUARANTEED FOR CLIMATE.

THE NEWEST

RAG TIME

MUSIC and BOOKS.

VICTOR

TALKING

MACHINES

SHIPS PIANO PLAYERS

\$450

CASH CREDIT

Hongkong, 6th January, 1904.

F. BLACKHEAD & CO.

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS,

AND GENERAL COMMISSION AGENTS.

16, DES VŒUX ROAD CENTRAL, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HARP

AND HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES.

Sole Agents for

FERGUSON'S SPECIAL CREAM and

J. & O. SPECIAL JAMES SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 15th December, 1903.

THE HONGKONG STUDIO

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS AND ENLARGING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, 100, LE-HOUE ROAD.

I am now in position, in his New and Com-

modious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a speciality.

Hongkong, 4th September, 1904.

Intimation.

THE BRIGHT SIDE

of life. It is a feeling common to the majority of us that we do not get quite the amount of happiness we are entitled to. Among the countless things which tend to make us more or less miserable ill health takes first place. Hannah More said that sin was generally to be attributed to biliousness. No doubt a crippled liver with the resulting impure blood, is the cause of more mental gloom than any other single thing. And who can reckon up the fearful aggregate of pain, loss and fear arising from the many ailments and diseases which are familiar to mankind; like a vast cloud it hangs over a multitude no one can number. You can see these people everywhere. For them life can scarcely be said to have any "bright side" at all. Hence the eagerness with which they search for relief and cure. Remedies like

WAMPOLE'S PREPARATION

have not attained their high position in the confidence of the people by bald assertions and boasting advertisements. They are obliged to win it by doing actually what is claimed for them. That this remedy deserves its reputation is conceded. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Nothing has such a record of success in Scrofula, Anemia, Throat and Lung Troubles, and emaciating complaints and disorders, that tend to undermine the foundations of strength and vigour. Its use helps to show life's brighter side. Dr. H. L. Reddy, B.A., M.D., L.R.C.S., Edinburgh, L.R.C.P., London, Physician Woman's Hospital—Professor University of Bishops College, Canada, says: "I have much pleasure in stating that I have used it in cases of debility and have found it to be a very valuable remedy as well as pleasing to take." You can take it with the assurance of getting well. It never disappoints. Sold by all chemists.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

ON

MONDAY,

the 7th March, 1904, at 2.15 P.M., within his residence "LEIGH TOR," The Peak,

THE WHOLE OF HIS

VALUABLE HOUSEHOLD FURNITURE,

Comprising—

MOROCCO and TAPESTRY-COVERED SOFAS and CHAIRS, CANTON CARVED BLACKWOOD DESK and FLOWER STANDS, BRONZE and CLOISNE VASES, JAPANESE CARVED WOOD SETTEE and CHAIR, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, DINNER WAGGONS, TEAKWOOD SIDEBOARD with BEVELLED GLASS, DOUBLE BRASS-MOUNTED IRON BEDSTRESS with WIRE and HAIR MATTRESSES, TEAKWOOD WARDROBES with BEVELLED GLASS, MARBLE TOP WASHSTANDS, COOKING STOVE and UTENSILS, &c., &c., &c.

Also a large number of PALMS and FLOWERS in LOTS.

Catalogues will be issued.

TERMS—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 27th February, 1904.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

ON

TUESDAY AND WEDNESDAY,

the 8th and 9th March, 1904, at 10 A.M., at H. M. NAVAL YARD,

SUNDRY NAVAL AND VICTUALLING OBSOLETE AND CONDEMNED STORES,

Comprising—

BOATS ENGINES, OLD BRASS, COPPER, IRON, PAPER STUFF, CANVAS, FURNITURE, IMPLEMENTS, &c.

Catalogues will be issued.

TERMS OF SALE—As customary.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 4th March, 1904.

PUBLIC AUCTION.

THE Undersigned have received instructions from R. T. WRIGHT, Esq., to sell by

PUBLIC AUCTION,

ON

THURSDAY,

the 10th March, 1904, at 2.30 P.M., within his residence No. 10, Macdonnell Road,

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE,

Comprising—

MOROCCO and TAPESTRY-COVERED SOFAS and CHAIRS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, DINNER WAGGONS, TEAKWOOD SIDEBOARD with BEVELLED GLASS, DOUBLE BRASS-MOUNTED IRON BEDSTRESS with WIRE and HAIR MATTRESSES, MARBLE TOP WASHSTANDS, TEAKWOOD DRESSING TABLE with BEVELLED GLASS, WARDROBES, GLASS and CROCKERY WARE, COOKING STOVE and UTENSILS, &c., &c., &c.

Also a large number of PALMS and FLOWERS in LOTS.

Catalogues will be issued.

TERMS—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 3rd March, 1904.

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, HATYAI, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 8th March, 1904, at 1 P.M., the Company's Steamship "AUSTRALIEN," Captain R. Ginguet, with

Mails, Passengers, Specie and Cargo will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSPIREMENT.

This Steamship connects at COLOMBO with the Australian Line S.S. *Ville de la Ciotat* bound for MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 7th March. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 26th February, 1904.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR TRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"BALLAARAT,"

Captain C. R. Longden, R.N.R., carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 12th March, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 26th February, 1904.

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers, Tons, Captains, 1904

Victoria, 3,502, J. Truebridge, Mar. 16

Tremont, 6,666, F. W. Garlick, Mar. 25

Olympia, 2,837, A. Dixon, April 27

Lyrat, 4,417, G. V. Williams, May 4

Tacoma, 2,812, M. Ridley, May 13

Shammut, 9,666, W. M. Smith, May 21

Cargo only.

Steamers marked (*) have a second-class passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and in the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & CO., LIMITED, General Agents.

Hongkong, 27th February, 1904.

Intimations.

THE AMERICAN SYSTEM

OF

DENTISTRY.

DR. M. H. CHAUN,

27, DES VŒUX ROAD CENTRAL, HONGKONG, From the University of Pennsylvania, U.S.A. Hongkong, 2nd January, 1904.

DENTISTRY.

SOT SANG, (Lately Practising with Dr. I. SAKATA), DENTIST,

No. 24, Connaught Road Central.

Hongkong, 9th February, 1904.

TSU FAN

DENTIST.

PRICES MODERATE—CONSULTATION FREE, Next to the Hongkong Dispensary, 50, Queen's Road, Central.

Hongkong, 5th January, 1904.

Intimations.

IMPERIAL MARITIME CUSTOMS NOTIFICATION.

NOTICE IS HEREBY GIVEN that Kongmoon having been declared a Treaty Port, an Office of the Imperial Maritime Customs will be opened there on MONDAY, 7th March, 1904. Shipment and discharge of Goods and Passengers will be allowed under the provisional rules for trade on the West River separately notified. The provisional steamer anchorage will be in the West River opposite the I.M. Customs near the mouth of the Kongmoon Creek.

F. W. MAZE, Acting Commissioner of Customs.

Custom House, Kongmoon, 1st March, 1904.

IMPERIAL MARITIME CUSTOMS NOTIFICATION.

NOTICE IS HEREBY GIVEN that Kongmoon having been declared a Treaty Port, and the Provisional Regulations of Trade on the West River of 1897 being under revision, the following provisional rules will govern steamer traffic on the West River until further notice—

The 1897 Regulations remain in force where not affected by the provisional rules now published.

Shipment and discharge of goods and passengers will be allowed, in addition to Treaty Ports, at the following six Stages or Ports of Call:

Kumchuk, Paktauhan, Shihing, Lotinghu, Takking and Dusing, and steamers may land up ship passengers and their luggage at any of the following ten regular passenger stations:

Yungki (in Taihung Channel), Mahning (in Junction Channel), Kaukong, Kulow, Wingon, Howlik, Lukpu, Yuetsing, Lukto, and Fungchuen (in West River).

Passengers' luggage must not contain articles subject to duty, and the presence of dutiable articles will render the whole liable to confiscation.

Steamers are divided into two classes:

1. Local River Steamers running from Canton or Kongmoon to ports up river without leaving Liang Kwang waters.

2. Foreign-going Steamers from and to Hongkong, Macao, etc., trading for the voyage up and down river.

LOCAL RIVER STEAMERS will deposit their registers with their Consul or (if Consularly unrepresented) with the Customs at Canton or Kongmoon, where the Customs, in addition to inspection or issue of the Arms Certificate, will issue a Certificate to the steamer to be called the RIVER PASS valid for the year during which issued, on expiry of which it must be either surrendered or renewed at Canton or Kongmoon.

FOREIGN-GOING STEAMERS will enter the West River either via Kongmoon or via Canton. If entering via Kongmoon they will take the Motomoon (Broadway) route and report at the Mongchao (Lappa) Customs Station, to comply with the requirements of previous regulations including issue or inspection of Arms Certificate, and take out the KONGMOON PASS. They will then proceed direct to the Kongmoon where, if bound further up the West River, they will surrender the said Pass to the Kongmoon Customs, and deposit their Registers with their Consul or (if Consularly unrepresented) with the Customs, and receive a Certificate to be called the SPECIAL RIVER PASS, without which they may not trade at any Treaty Port, Port of Call or Passenger Station. On return to Kongmoon and when all dues and duties are paid or accounted for, the Customs, on surrender of the Special River Pass, will issue a Clearance which will entitle Steamers to the return of register and KONGMOON PASS, which latter is to be surrendered at Mongchao on the way out for cancellation. If entering via Canton, steamers will deposit their registers with Consul or Customs in order to obtain the SPECIAL RIVER PASS, the surrender of which on return to Canton will entitle them to Customs Clearance and possession of register.

Steamers trading at the West River Treaty Ports must enter and clear and load and discharge cargo in the same manner as at other Treaty Ports along the Coast, and in accordance with the Customs Regulations of the River Ports concerned.

DUTY TREATMENT.

Cargo arriving from a Foreign Port (a) for a Treaty Port pays Import Duty at Port of discharge; (b) for a Port of Call is to be reported at first Treaty Port, Kongmoon or Canton, and pay Import Duty there.

Native Goods imported at a Treaty Port from a Port of Call without passing another Treaty Port en route pay Full Import Duty at Port of Discharge; exported from a Treaty Port to a Port of Call without passing another Treaty Port en route pay Export Duty at said Treaty Port.

If passing a Treaty Port en route, Native Goods imported or exported as

Intimations.



A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

OUR SHERRIES

ARE

GUARANTEED

PURE

XERES

WINES.

SPECIALLY SELECTED FROM THE
FINEST VINTAGES.

PRICES:—

- B. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule \$12.00
C. MANZANILLA, PALE NATURAL SHERRY, White Capsule 13.50
CC. SUPERIOR OLD PALE DRY, NATURAL SHERRY, Red Seal Capsule 16.00
D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule 18.00
E. EXTRA SUPERIOR OLD PALE DRY, Very Fine Quality (old bottled), Black Seal Capsule 27.00

A. S. WATSON & Co., LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED 1841

Hongkong, 5th March, 1904. [35]

TELEPHONE NO. 26.
CABLE ADDRESS: "WATSON," HONGKONG.
A. S. WATSON & CO., LTD.

ESTABLISHED 1859

A CHEE & CO.,
祥利廣
17, QUEEN'S ROAD.

FURNITURE DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE

ENAMEL-PLATED,
GLASS, and
CHINA WARES.

PASTOR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.
DEVELOPING and PRINTING

UNDERTAKEN FOR AMATEURS.
GOOD WORK.

PROMPT RETURN
Hongkong, 8th January, 1904. [45]

CARMICHAEL AND CLARKE,

CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.

A. T. Code.
Lieber's Standard Code.
TELEPHONE, 212.
Hongkong, 20th March, 1903. [47]

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

NOTICE

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hing Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.
WEEKLY—\$15 per annum.
The rates per quarter and per annum, proportional to the daily rate, are delivered free when the address is accessible to the carrier. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, MARCH 5, 1904.

VICTORIA GAOL.

In his report on Victoria Gaol, for the year 1903, to H.E. the Officer Administering the Government, the Acting Superintendent, Capt. F. W. Lyons, submits facts and figures of extreme interest, since they bear out the statements regarding the overcrowded condition of the prison. Much has already been written concerning the startling increase of crime that has taken place in this colony during the last few years, and the statistics included in the report tend to prove that a great deal more might be said on the subject. During 1903 the number of prisoners admitted to the gaol, under sentences of the ordinary courts, was 7,444, besides 74 soldiers and sailors sentenced by court martial. There were also 55 persons imprisoned for debt, making a total of 7,573, this being an increase of no less than 1,285 convictions on the previous year. It is of interest to note that the percentage of old offenders to the total number of admissions was 15.92, as compared with 11.30 for the year 1902. This shows an increase in the number of recidivists—of whom 877 had one previous conviction, 178 had two, and 103 had three. An improved and up-to-date system of identification, to be inaugurated this year, will probably indicate a greater number of re-convictions. There were sixteen deaths, two executions, and forty-one prisoners were released for medical causes during the year. There were seventy-nine juveniles admitted to the gaol in that period, fifty of whom were sentenced to forty-eight or twenty-four hours detention, and to be whipped, or to be whipped and discharged, and the remainder to various terms of imprisonment. There were 1,530 punishments for breaches of prison discipline, being an average of 2.1 per prisoner, as compared with 1,971, with an average, per prisoner, of 3.42 for the preceding year. There were eight cases in which corporal punishment was awarded during the year, five of which were (with the birch rod) sentenced by the Assistant Superintendent alone, and three (with the cat-o-nine-tails) sentenced by the same officer in conjunction with a Justice of the Peace. Notwithstanding the overcrowded state of the Gaol during the year, the average number of reports has been the lowest on record and speaks well for the maintenance of discipline throughout the prison. As the Acting Superintendent mentions in his report—"It will be observed that there has been an absolute increase during the period under report, the numbers being higher than any previous year; consequently the gaol has been very much overcrowded. As a means of relieving the congested state of the gaol, pending the erection of a convict prison, the Belknap Reformatory was fitted up as a temporary prison, and short sentence prisoners are now located in that building. It is to be hoped, now that the Government has undoubted proofs of the insufficiency of the present accommodation, that immediate steps will be taken to settle the question as to whether the present goal shall be extended or a new prison constructed on Stonecutters, as has been proposed. Failing this, should crime continue to increase in this colony at the existing rate the authorities are soon likely to be considerably embarrassed as to how they can confine convicted offenders. As we have already suggested, something should also be done to strike at the root of the evil, and a strenuous effort made to reduce crime in the colony by increasing the number of constables, and reorganising, on a sounder basis, our police and detective services.

LOCAL AND GENERAL.

THE proclamation declaring Newchwang to be an infected port has been withdrawn.

THE German Mail of the 3rd February was delivered in London on the 3rd instant.

MR. Nicholas Post, Vice-Consul for Austria-Hungary, resumed charge of that Consulate on 26th ultimo.

THE Hon. Genhrom Stewart has been appointed a member of the Medical Board in place of Mr. Edward Osborne.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

MR. J. Orange has been appointed a member of the authorised Architects' Committee in place of Mr. R. K. Leigh.

THE North Borneo Trading Co. are building another large steam tongkang, and the vessel is making very good progress.

THE new steamer for the Sabah S. S. Co., Ltd. the *Sabah*, is rapidly completing at the China-Borneo Co's works and should make her trial trip now in about three weeks' time.

THE King has not been advised to exercise his power of disallowance with respect to the Ordinance to further amend the New Territories Land Court Ordinance, No. 18 of 1903.

H.M. THE Kaiser wired his heartfelt congratulations on the occasion of the first train of the Shantung railway at Chinanfu, acknowledging the success of the indefatigable working of the managers.

WE are informed that at the Fancy Pigeon Show, recently held at the Kowloon Hotel, there were 34 entries and a fine collection of birds, representing some really good types, was presented. Mr. Alf. Nicholson, of the Cosmopolitan Dock, officiated as judge. A list of the awards is held over.

H.E. the Officer Administering the Government has accepted the resignation of Messrs. H. H. J. Gompertz and Bruce Shepherd as President and Member, respectively, of the New Territories Land Court. Messrs. C. McL. Messer and J. R. Wood have been appointed members of the Court.

AN outbreak of fire occurred yesterday evening in a two-storied house situated at 82A Hollywood Road. Thanks to the speedy arrival of the Brigade, and the efforts of the firemen under the direction of Inspector Baker, the flames were rapidly subdued, and but slight damage was incurred.

H.M. THE Kaiser will start on his voyage to the Mediterranean, which will extend over several weeks and which has no political purpose whatever, from Bremen on board the Norddeutscher Lloyd steamer *König Albert*. He will leave this ship at Naples, where his yacht *Hohenzollern* will wait for him. He will meet at Naples the King of Italy, only if the necessary steps will be taken by the latter. It is probable that the Kaiser will land in Egypt.

HONGKONG FIRE INSURANCE CO., LIMITED.

ANNUAL MEETING.

At the offices of the general managers, Messrs. Jardine, Matheson & Co., at noon to-day, the thirty-fifth ordinary general meeting of the above company was held under the presidency of the Hon. C. W. Dickinson. There were also present: Hon. Sir Paul Chater, C.M.G., Messrs. J. H. Lewis, F. Maitland, A. J. Raymond (Consulting Committee), W. Parlant, I. K. Michael, R. C. Wilcox, F. D. Goddard, S. J. Michael, Ho Fook, K. McK. Ross, J. J. Leira, G. H. Potts, W. E. Clarke, T. Arnold, H. C. Gott, P. Foster, and G. T. Veitch (Secretary).

The Chairman said—Gentlemen, with your permission we will adopt the usual custom, and take the report and accounts, which have been in your possession since the 19th February, as read. The final outcome of the 1903 account is disappointing. Since our last meeting fires have been numerous, and the balance at credit of working account on 31st December 1902, \$299,299.15, is reduced to \$195,396.51, somewhat less than last year. We propose dealing with this amount in the manner stated in the report, viz.—paying a dividend of \$22.50 per share, which will about \$180,000, and adding the balance, \$15,396.51 to the reserve fund, which will then stand at \$1,702,288.48, and I trust this appropriation meets your approval. As regards the 1903 account you will be pleased to note that the balance on 31st December is in excess of that for the past ten years. Since the accounts were made up losses, estimated at about \$29,000, have been incurred. I trust, however, the year's risks will run off with not more than an average of losses, and that at our next meeting we shall be able to present you with a more favourable showing than to-day. You will notice in the accounts an item under the heading, "Japanese Government Deposit." This represents the equivalent of Yen 100,000 demanded by the Japanese Government from all insurance companies doing business in that country. We had either to comply with that demand, or retire; we decided to continue our business there, and have deposited the requisite sum with the Government. Since the several bonds were purchased, they have, owing to the war, which unhappily is now going on, somewhat depreciated in value, and it may be necessary to provide for this depreciation in the 1903 account. I do not know of anything I can usefully add, but shall be pleased to answer any questions that may be asked.

There being no questions, the Chairman proposed that the report and accounts as presented be adopted and passed.

Mr. T. Arnold seconded, and the motion was carried.

CONSULTING COMMITTEE.

On the proposition of the Chairman, seconded by Mr. R. C. Wilcox, the Hon. Sir Paul Chater, Messrs. F. Maitland, A. J. Raymond, and J. H. Lewis were re-elected to the Consulting Committee.

AUDITORS.

The Chairman proposed, Capt Clarke seconded, and it was agreed, that Messrs. W. H. Potts and R. C. Wilcox be re-elected auditors.

The Chairman—That is all the business, gentlemen. The dividend warrants will be ready on Monday, and I would ask you to apply to this office for them as we had when sent through the post, they frequently get lost.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE WAR.

THE RECENT ATTACK.

ON PORT ARTHUR.

The Tokio correspondent of the *N. C. D. News*, wiring on the 28th ult., says:—

An officer, who was with the Japanese squadron during the latest attacks on Port Arthur, gives the following account of the engagements:—

The combined fleets commenced their movements as arranged for a further attack on Port Arthur on the 20th inst., but owing to the inclemency of the weather operations were necessarily deferred for a day. On the 22nd we sent scouts towards Port Arthur. On their way they met a Russian vessel in appearance like the transport *Kazan*, and fired on her, but were unable to say whether they did her any damage.

At 3.30 a.m. on the 24th the vessels sent to block the mouth of the harbour made their dash on the port. Four powerful searchlights were being worked by the Russians and a brisk fire was opened as soon as the steamers were discovered. In consequence of the searchlights the *Tenshin Maru* ran a little off her course and grounded just east of the Liaotian point. The *Bashu Maru* destroyed and sank herself about 400 metres east of the *Tenshin Maru*. The *Hokoku Maru* dashed towards the lighthouse and grounded there with her bow pointing N. N. W. Another of the steamers, believed to be the *Bayo Maru*, destroyed and sank herself about two and a half cables' length to the S.E. of the *Bashu Maru*. Another steamer, probably the *Jinsen Maru*, appeared to be grounded close in below Golden Hill.

With great bravery the torpedo boats accompanying the steamers went in under a heavy fire and took off the crews of the sinking steamers.

Although the manoeuvre did not succeed so fully and satisfactorily as was hoped, the attack had a demoralising effect on the enemy. Three non-commissioned officers and one sailor on board the *Hokoku Maru* received slight wounds; all the others who took part in the attack are safe. The torpedo boats and destroyers accompanying the expedition received no damage whatever.

Our main squadron arrived opposite Port Arthur at 10 a.m. and sent the cruiser division as scouts to see what was proceeding. It was discovered that the cruiser *Novik* and five destroyers were about to proceed within the harbour from the Liaotian side. We attacked them.

On the night of the 24th inst., our destroyers were divided into three parties. The first went to Pigeon Bay; the second to Taitienwan. At neither place was any enemy found. The third party attacked the ships at Port Arthur, under hostile fire. The result of their expedition has not been ascertained.

At 9 a.m. on the 25th, our squadron visited Port Arthur again and found the cruisers *Bashu Asak* and *Novik* outside. We attacked them and at the same time shelled the inner harbour and town. The Russian men-of-war and the forts replied, firing for about 30 minutes. Then the Russian men-of-war withdrew. The distance from which the bombardment was carried out was so great that the damage done was not extensive. Our own ships received no damage nor were there any casualties.

Judging by the movements of the enemy their object was to induce us, if possible, to come within a cross fire from their fort guns, and to draw us over their mines.

While our main squadron was engaging the Russians in front our cruiser division stood off to the south to distract the attention of the enemy. These cruisers saw two Russian destroyers endeavouring to enter Port Arthur from the south and immediately bombarded them. One of the destroyers succeeded in getting into the harbour. The other ran for Pigeon Bay, chased by the cruiser. It ran itself aground on the northern point of the bay and was destroyed. The scouting vessels belonging to our squadron received no damage.

S.S. "CHINGPIN" DAMAGED.

AT PORT ARTHUR.

The C. E. and M. Co's s.s. *Chingpin* arrived here from Weihaiwei on Friday evening, says the *N. C. D. News* of 29th ult. Her experience was very similar to that of the German s.s. *Pronto*. The *Chingpin* left Chinwangtao at 11 a.m. on the 9th instant, for Port Arthur, with a cargo of Kaiping coal. At 8.10 a.m. next day, when outside Port Arthur, the Russians fired upon the vessel, and the engines were immediately stopped and anchor dropped. Until then those on board the *Chingpin* did not know that hostilities had commenced between Japan and Russia. The *Chingpin* anchored near a Russian battleship, and all was quiet until midnight, when the forts suddenly opened fire. Then shells, presumably from the Japanese fleet, began to drop all around the *Chingpin*, which was struck no less than seven times. The firing lasted about an hour. Next morning the *Chingpin* was ordered to proceed to Dalny and arrived there in the afternoon. The boat got safely into the harbour, though a Russian boat which preceded her was blown up by contact with a mine.

Nothing could be finer than the spirit displayed by Mr. Sonoda in his suggestion, fortified by his personal example, that whatever stock of gold and silver is now lying useless in the collections hoarded by Japanese families, should be handed over to the Bank of Japan in order to give added stability to the bank of the Japanese currency. Now that the Japanese Emperor has also added, by his own example, the impulse of his vast influence over the minds of his subjects, there is literally no possibility of computing the aggregate value of such offerings as will be made for the purpose. Almost every Japanese of means is a collector. Vast as has been the number of priceless art objects spirited away from this country and transferred to western private collections and museums, they are as nothing to the quantity still remaining here. Some years ago, when poverty made its exigent demands, a few of such collections came into the market, but in these latter days of comparative prosperity it is only rarely that this is done. Among the countless hoards yet existing in the land, there must be a very large number of articles of the kind described by Mr. Sonoda, and we (*Japan Daily Advertiser*) opine that the only difficulty in the way of their being made available will be the impossibility of so increasing the storage room and staff of the Bank of Japan as to enable it to handle this sudden accession of wealth.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

mine. After discharging her cargo, the *Chingpin* left Dalny on the 22nd February the ship being taken out of harbour by Russian authorities, her own officers and crew being compelled to remain below until the vessel was clear of the harbour. The *Chingpin* suffered more damage than any of the neutral steamers yet fired on. One shot entered the forepeak, another went through the ship's side, passing through two cabins and into the engine room; others went into the dative galley, the foreign galley, the chart room, and the hold, several piercing the bulkheads.

An officer of one of the steamers present in Port Arthur during the first bombardment sends to the *N. C. D. News* the following details of the actual damage sustained by various Russian men-of-war, in the action on the 9th ult.:—

Askold: holed at water line, port side amidships; after funnel holed by shell.

Sevastopol: holed by shell above waterline about six feet abait port hawse pipe.

Novik: holed by shell at water-line, close to stern post, port side.

Tsuruichi: torpedoed aft.

R. Tois in: torpedoed amidships.

Fallada: torpedoed amidships.

Other vessels were only slightly damaged in the upper works; one cruiser had the muzzle of one of her guns shot away on the port side.

A Shanghai statistician has been figuring up the working of the blockhouse system of guarding the Siberian railway. Placed at intervals of a mile there would be required some 2,500 blockhouses, and if each has 30 men, the special duty of keeping communications open on this line alone would occupy an army of 75,000 men.

The London *Daily News* publishes an article stating that the Tzar and Count Lamsdorff have been completely duped in regard to Japanese politics by the panslavistic agents Novikow and Wesselsky in London.

The following report has been received at Chefoo from Chemulpo, giving account of the events up to the 20th ult.:—

A second pontoon jetty has been built by the Japanese near the former landing place.

Now every day transports are arriving, having in tow lighters of five and six hundred tons as well as steam launches marked with the signs of the Japanese commissary department. The exact number of the troops cannot be given, as everything is being carried on with the greatest secrecy. However, apparently, not more than 12,000 men and 800 horses have so far been landed. The soldiers are remaining in Chemulpo only a short time. Every hour and a half a train is going to Seoul. At Chemulpo each Japanese house, as well as the foreign houses in the Japanese Settlement, are used as quarters for soldiers, a remuneration of one yen being paid for each officer and of sixty sen for each soldier per day.

The Korean Telegraph Office has been taken over by the Japanese. Mr. Muehlenstedt, for many years the very able manager of the Korean telegraphs, a Dane, has been told, that his services are not required at present. A number of Japanese officials have been appointed in his place. Plain language only is allowed for telegrams.

At Seoul the Japanese have been given by the Koreans the barracks and the South Palace for the purpose of quartering their troops.

The bodies of seven Japanese were washed ashore, at Chefoo on 27th ult., the men belonging apparently to some Japanese transport. It is said that fifty more bodies were landed in Weihaiwei.

THE "MANDJOUR."

The *N. C. D. News* is informed that it has been practically arranged that the *Mandjour* shall land her armament, and her crew shall be reduced. Attempts have been made, says that paper of 29th ult., to depreciate any interference with the *Mandjour* on the ground that she is merely here as a "station" vessel, for the protection of the Russian Consul-General. Small, however, as her value may be as a fighting ship, though we doubt if Captain Crown would agree with all the disparaging remarks that have been made about his vessel's capabilities, it is obvious that the Japanese steamer companies cannot reopen traffic between Japan and Shanghai, as long as it is possible for the *Mandjour* to go out and attack their steamers. Japan, therefore, has a practical reason, as well as a right by international law, to demand the dismantling of the *Mandjour*. Another argument used is that two ironclads have been contracted for by Japan in Great Britain, and recalls the *Akikushima* at Wonsung than the Russians have to keep the *Mandjour* at Shanghai. But it must be remembered that the Japanese only undertook to respect the neutrality of China as long as Russia respects it; and if the *Mandjour* had not remained here, in a fighting condition, after China had declared herself neutral, the *Akikushima* would not have come; and she will certainly leave here as soon as the *Mandjour* is disarmed.

The *Echo de Chine* draws attention to the fact that two ironclads have been contracted for by Japan in Great Britain, and recalls the *Akikushima* at Wonsung than the Russians have to keep the *Mandjour* at Shanghai. But it must be remembered that the Japanese only undertook to respect the neutrality of China as long as Russia respects it; and if the *Mandjour* had not remained here, in a fighting condition, after China had declared herself neutral, the *Akikushima* would not have come; and she will certainly leave here as soon as the *Mandjour* is disarmed.

A PATRIOTIC SACRIFICE.
Nothing could be finer than the spirit displayed by Mr. Sonoda in his suggestion, fortified by his personal example, that whatever stock of gold and silver is now lying useless in the collections hoarded by Japanese families, should be handed over to the Bank of Japan in order to give added stability to the bank of the Japanese currency. Now that the Japanese Emperor has also added, by his own example, the impulse of his vast influence over the minds of his subjects, there is literally no possibility of computing the aggregate value of such offerings as will be made for the purpose. Almost every Japanese of means is a collector. Vast as has been the number of priceless art objects spirited away from this country and transferred to western private collections and museums, they are as nothing to the quantity still remaining here. Some years ago, when poverty made its exigent demands, a few of such collections came into the market, but in these latter days of comparative prosperity it is only rarely that this is done. Among the countless hoards yet existing in the land, there must be a very large number of articles of the kind described by Mr. Sonoda, and we (*Japan Daily Advertiser*) opine that the only difficulty in the way of their being made available will be the impossibility of so increasing the storage room and staff of the Bank of Japan as to enable it to handle this sudden accession of wealth.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

the Emperor has also added, by his own example, the impulse of his vast influence over the minds of his subjects, there is literally no possibility of computing the aggregate value of such offerings as will be made for the purpose. Almost every Japanese of means is a collector. Vast as has been the number of priceless art objects spirited away from this country and transferred to western private collections and museums, they are as nothing to the quantity still remaining here. Some years ago, when poverty made its exigent demands, a few of such collections came into the market, but in these latter days of comparative prosperity it is only rarely that this is done. Among the countless hoards yet existing in the land, there must be a very large number of articles of the kind described by Mr. Sonoda, and we (*Japan Daily Advertiser*) opine that the only difficulty in the way of their being made available will be the impossibility of so increasing the storage room and staff of the Bank of Japan as to enable it to handle this sudden accession of wealth.

It goes without saying that should occasion arise for the actual sacrifice and destruction of the priceless art objects which will be included in the collection, it would be deplorable and irretrievable loss to the world of art. But there is little likelihood of such a contingency. Apart from the direct object secured by the plan, its moral effect in showing to the world the spirit of deathless patriotism animating the people's heart will be of so great value in establishing upon a firm basis the credit of Japan that the strengthening of its global basis will become one of the minor considerations in the estimate of its solvency.

THE PROPOSED NEW TRAMWAY TO VICTORIA GAP.

Several months ago we stated that a movement was on foot to build another tramway to the Peak district, and we now learn from the *N. C. D. News* that a Bill to empower the construction of the line has been drawn up and will shortly be introduced at the Legislativ Council. This line is to start from Battery Pathway, near its junction with Queen's Road, run up near and past the Public Gardens, thence up Glenelg Ravine, to Queen's Gardens, and on up to Victoria. There would be stations for Caine Road, Robinson Road, Conduit Road and Queen's Gardens, giving quick access to all the different levels of Victoria and rendering residents more or less independent of chair coolies. It is understood that efforts will be made to preserve one uniform grade throughout, and that the car accommodation will be greater than on the present line.

AT THE THEATRE.

"THE MESSENGER BOY."

The Dallas Company's rendering of *The Messenger Boy*, last night, was enthusiastically received, the audience repeatedly encoring several of the artists. The company thoroughly deserved the good reception which they received, and we think *The Messenger Boy*, if not the best, was certainly one of the best staged pieces of their repertoire. When all the members of a company play their parts thoroughly and efficiently, it is hard to make distinctions. Praiseworthy allusion, however, should be made to Mr. Duncan Munro, who took the part of *Hooker Pasha*. Miss Ernestine Walter was a charming *Norah O'Neill*, and her pretty modulated voice was heard to advantage in several songs. *Tommy Bang* (Mr. Percival Knight) caused much amusement in the title rôle. This is certainly quite the best part he has played. The dancing of Miss Carrie Roberts and Miss Amy Bailey was, as usual, thoroughly appreciated. The Dutch dance, performed by *Tommy Bang* and *Rosa* (Miss Alice Wade) was an especially novel and charming feature. With good reason, the violin solo, introduced in the second act by Miss Blanche Garbett, was received with tremendous applause.

Taken altogether, we are inclined to think the company should have presented this piece sooner than they did, as it is undoubtedly one of their most successful interpretations.

GERMAN FLAGSHIP IN PORT.

PRINCE ADALBERT ON BOARD.

At 9.30 a.m. to-day the German cruiser *Hertha*, flagship to the squadron, arrived in the harbour and exchanged salutes with the *Tamar*. This vessel was flying the Imperial standard, H.L.M. Prince Adalbert, second son of Emperor William, being on board. The young prince is serving on the *Hertha* in the capacity of junior lieutenant. He passed through Hongkong on the 25th of November last, when coming out, to join his ship, on the Norddeutsche s.s. *König Albert*, and at the express desire of the German Emperor, no official function attended his arrival on that occasion, since H.L.M. had not yet reported to his commanding officer and taken over his duties on the flagship. It is probable that a function will take place at Government House next week, and an official welcome will be given by our Colony to the young Prince, who is a grand nephew to King Edward. The *Hertha* is a second-class cruiser of 5,650 tons of 10,000 H.P., with a speed of 20 knots. She was built at Stettin, and launched in 1897. Her armament consists of 2, 8.2 in. Q.F.; 8, 6 in.; 10, 1.4 in., and four maxims.

SHIPPING AND MAILS.

MAILS DUE.

French (*Armand Dabry*) 9th inst.
Indian (*Armand Agier*) 8th inst.
American (*Gaith*) 9th inst.
Indian (*Kumantak*) 15th inst.
Canadian (*Empress of China*) 15th inst.
American (*Alma*) 25th inst.

The P. & O. S. N. Co's s.s. *Malacca* left Singapore for this port on 3rd inst., at 10 p.m. The Boston Co's s.s. *Shawmut* sailed from Yokohama for Victoria, B.C., and Tacoma on 3rd inst. The Boston I. & O. Co's s.s. *Zuma* sailed from Victoria, B.C., for Yokohama and the usual ports on 3rd inst.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

TELEGRAMS.

(Reuters.)

The War.

LONDON, 3rd March.

The Russian torpedo boats which recently left Port Said for Algiers have returned to Port Said, alleging bad weather.

Re-Inforcements for Malta.

It is stated that 2,000 additional troops are going to Malta; it is supposed with a view to proceeding to China in the event of necessity arising.

Cricket.

LATER.

England won the fourth test match at Sydney by 157 runs.

The Dreyfus Case.

The rehearing of the Dreyfus case has commenced in the *Court de Cassation*. The French public is entirely unconcerned.

The War.

Reuter's correspondent at Seoul wires that the Russians are hastily constructing a fortress and extensive earthworks at Antung to obstruct the passage of the Yalu by the Japanese.

THE FIRE BRIGADE.

ANNUAL REPORT.

From the report of the Acting Superintendent of the Fire Brigade, for the year 1903, we learn that there were 49 fires and 55 incipient fires during the year, as against 76 and 95 in 1902. The brigade attended 60 times during the year. The estimated damage caused by fires was \$148,000 and by incipient fires \$1,704.

There was only an intermittent supply of water in the mains from 1st January to 16th May, and from 21st December to 31st December, during which period sea water was used as much as possible in order to save the fresh water.

One serious fire occurred, during the period of intermittent water supply, on 4th April at No. 271, Queen's Road West, where five houses were wholly destroyed, and the total damage was estimated at \$50,000 most of which was covered by insurance.

Three fires occurred in the harbour during the year.

A case of a tempted arson was discovered at No. 205, Queen's Road West on the morning of the 18th April by P. C. 261, Wong U, who raised an alarm and with the assistance of the occupants of the ground floor extinguished the fire before much damage was done. The master of the tailor's shop on the 1st floor and his wife were prosecuted for arson. The two defendants were found guilty and sentenced to seven years' and six months' imprisonment with hard labour, respectively, at the Criminal Sessions.

A fire escape arrived from England on the 17th November and is stationed at West Point. The conduct of the Brigade has been good. The Superintendent of the Brigade, Mr. Baddeley, left for England on leave on 18th March, since when Capt. Lyons acted for him. Mr. Wodehouse acted as assistant Superintendent up to 30th November and Mr. Hallifax from the 1st December.

Chief Inspector Baker, was appointed 2nd Assistant Superintendent on the 18th April in succession to Chief Inspector Mackie, who retired on pension.

Capt. Lyons regrets to record the death of Mr. Robertson, the assistant engineer, which took place on 25th July. He was a very useful officer, and his death occasioned a great loss to the Brigade.

Sergeant McSwayed acted as Assistant Engineer up to 15th September, and Sergeant McDonald since that date.

It has been suggested by His Excellency the Officer Administering the Government that there should be an annual competition. This should give a zest to the drills and tend towards smartness and efficiency.

An assistant engineer, with practical fire brigade experience, is expected from England this year. This appointment should be of great advantage to the brigade.

A new fire brigade station is much to be desired. The present one is too small for the increased requirements, and its position in a busy thoroughfare, hampers the home drills and causes obstruction. A new and convenient site has been suggested, but will not be available for some time.

Ordinance No. 1 of 1913, Section 149, necessitates the provision of fire escape for all new houses (and for previously existing buildings in three years) for every story more than forty feet from the ground.

ENGINEER'S REPORT.

Mr. D. MacDonald, engineer, reported that the floating fire engine has been 6 years in service, and was docked in August, 1903, for regular annual overhaul. The hull, machinery and boiler are all in good order and condition.

The land engine, No. 2 has been 25 years in service (boiler 6 years old). It has been regularly used and tested at drill for drivers and fires, was overhauled in October, and is now in good order and condition.

No. 3 engine has been 21 years in service, was regularly used and tested at drill for drivers, was thoroughly overhauled during the year, and is now in good order and condition.

No. 4 engine has been 22 years in service, was regularly used and tested at drill for drivers, was overhauled in October, and is now in good order and condition.

No. 5 engine has been 17 years in service, was regularly used and tested at drill for drivers during the year, overhauled in October, and is now in good order and condition.

All the manual and gear hose, reels, ladders and other equipment have been kept in repair and are in good order and condition.

HONGKONG POLICE.

IN 1903.

The report of the acting Captain Superintendent of Police, for 1903, has now been published, and from it we gather that during that period the total of all cases reported was 11,251, as against 10,421 in 1902, being an increase of 830, or 7.96 per cent. In the division of these cases into serious and minor offences, there appears an increase, principally in respect of larceny, as compared with 1902, of 863 cases, or 21.58 per cent. in the former, and a decrease of 33 cases, or .51 per cent. in the latter.

Larcenies by servants were numerous. In some of the more serious cases the police were successful in tracing the thieves and recovering most of the property stolen. Capt. Lyons says it would greatly assist the police in such cases if it were customary for persons when engaging servants to obtain their photographs and their names, parents' names and addresses in Chinese characters.

The value of the property reported stolen during the year was \$228,061.37, and the value of the property recovered by the police and restored to owners was \$56,941.16. One thousand six hundred and twenty-three search warrants for prepared opium were executed by the police and excise officers of the Opium Farmer. In 611 cases opium was found, and 76 persons were arrested.

CONDUCT.

The number of reports against Europeans was 177, as against 87 in 1902; of these, 25 were for drunkenness, as against 23 in the previous year; 5 for sleep on duty as against 27 for disorderly conduct and fighting; and 1 for sitting down on duty, as against 3 and 2 respectively; and 14 for neglect of duty as against 1 last year. The conduct of the contingent was on the whole good, only 4 men had more than 3 reports against them, and 72 men had none.

There were 463 reports against men of the Indian contingent, as compared with 354 for last year. For drunkenness there were 42, against 24 in 1902; 21 for disorderly conduct, against 22; 48 for neglect of duty, against 33; 79 for absence from duty, against 44; 105 for gossiping and idling on duty, against 72; and 22 for sleep on duty, against 23 in the previous year. The conduct of the contingent was satisfactory, as a large number of the reports were for trivial offences, and 188 men had no reports against them.

The Chinese contingent is responsible for 835 reports, against 960 in 1902 (which included Water police). There were no reports for drunkenness; 113 for sleep on duty, as against 111; 18 for disorderly conduct, as against 35; and 334 for absence from station, duty and parades, against 372 in 1902. The conduct of the contingent may be considered fair, as 116 men had no reports against them, 59 men had only 1 each, and many of the offences were trivial.

REWARDS.

One inspector was awarded a good conduct medal for good work done during the epidemic of plague. One inspector, two Indian sergeants, two Chinese sergeants, and one Chinese constable were granted good conduct medals for long and faithful service, and two Chinese constables for good work done in the New Territory. One Chinese sergeant and two constables were granted rewards for energy and zeal in making arrests of robbers and thieves, and one Chinese constable for prompt action in the arson case of No. 205 Queen's Road Central.

THE NEW TERRITORY.

Mr. E. R. Hallifax reported that, during the year there were 14 Europeans, 96 Indians, and 43 Chinese with 10 boatmen stationed in the New Territory on land, up to September; after September the number of Indians was reduced to 80, while another crew of five boatmen was added.

The increase in the gang robberies, he says, was not due to general relapse, but was the work especially of two particular gangs: most of the members of both have been arrested and convicted. The last two months of the year showed an immediate improvement in consequence.

EDUCATION.

Mr. A. W. Grant, assistant-in-charge of the police school, reported that, during the year, the school was open on 98 days, with a total attendance of 4,236, giving a daily average attendance of 43.2. As in former years, two examinations for European police constables were held. At one to men presented themselves and 8 passed, and at the other 7 men presented themselves and 4 passed.

YUNNAN RAILWAY.

LABOUR DIFFICULTIES.

The plans for the Yunnan railway have now been finally decided upon by the Public Works Committee of the Ministry of the Colonies, who have chosen the Nantai and Amitchow route, and are only awaiting the approval of the Governor-General. It is hoped that work will be begun shortly, and that the line will be completed and open to traffic before the end of 1907, although the period allotted to the company extends to January, 1910. The chief difficulty will be in procuring the men to carry out the work, of whom 40,000 will be required. Yunnan itself will furnish the major proportion, but it will be necessary to recruit others among the coolies of the Kwang, Seuchuan, and Hainan. Another point to be considered is the action of the Chinese authorities, to whom has been left the purchase of the land before it is handed over to the company, and who, by their misdeeds with the owners, may cause the population to resent the construction of the line, as the people will place all the blame for the misdeeds of the authorities on the builders. In order to counteract this the French Government has decided to keep a keen eye on the mandarins and to exercise influence on the Peking Government to make them carry out the purchases in a straightforward manner. If they do this, there is every chance that the work will go on rapidly, and the opening up of Yunnan will soon be an accomplished fact.

THE LAW OF NATIONS AND NEUTRALITY.

In the peculiar circumstances of the present war questions relating to neutrality are of such great importance that we (*the Chronicle*) make no apology for returning to a subject that will undoubtedly loom large during the next few months. At the outset it may be well to point out, what seems too often ignored, that the law of nations is not a body of codified regulations and rules binding upon all nations, but that in matters affecting international relations each country is a law to itself save in so far as it may be a party to national agreements, such as The Hague Convention, having in view special objects. As an example of a common error in this matter, we note that an esteemed Yokohama contemporary, discussing the question of the Russian squadron remaining at the French possession of Jibuti, remarks: "As in time of war no vessel of a belligerent Power can remain in a neutral port more than twenty-four hours, it would appear that the French Government has shown some latitude in dealing with the vessels, since, according to the Note received from the French Government, the warships did not leave (Jibuti) till the 18th—eight days after war had been declared." But there is no international law, either of custom or convention, which provides that war vessels of a belligerent Power may remain in a neutral port more than twenty-four hours. Great Britain, it is true, makes a regulation to this effect when proclaiming neutrality, but so far as we are aware, she stands alone in this respect. At any rate, each Power makes its own rules and regulations for the observance of neutrality, and while these are based on the international law or under standing that neutrality implies abstention from rendering assistance to either of the belligerents, they naturally vary in detail in accordance with the traditions and customs of each country.

In view of the discussion that has arisen over the Jibuti incident, it may therefore be interesting to refer to the declaration of neutrality published by the French Government on the 18th or 19th February, and which seems to be practically identical with that published at the time of the Spanish-American War in 1898, for we understand that the French representatives abroad have received orders to refer for interpretation of their Government's policy in matters of neutrality to the instructions issued in that year. The proclamation itself, besides warning all French citizens against committing any act which might be construed as hostile to either belligerent, or contrary to scrupulous neutrality, declares that no man-of-war belonging to either of the belligerent nations "shall be permitted to enter or remain with prizes in the ports or roads of France, her colonies, or protected countries for more than twenty-four hours, except in case of stress of weather or actual necessity."

It will be seen from this clause that according to the rules relating to neutrality adopted by the French Government there is no limitation of the period a belligerent ship may stay in a French port unless such vessels are accompanied by prizes. Therefore no infraction of any international law was committed by France in allowing the Russian squadron to remain at Jibuti for several days after war was declared, nor was there any infraction of the general regulations for the observance of neutrality laid down by the French Government on the outbreak of a war, while we have already shown that France has never been a party to any declaration that coal must be regarded as contraband of war.

While the French proclamation of neutrality is in general terms, the instructions to the French authorities issued in 1898, to which the attention of officials is again drawn, are much more explicit, and lay down rules which are to be regarded as constituting the tradition of the French Government. It is there laid down that by the traditions of the French Government the duration of the stay in French ports of belligerent ships unaccompanied by a prize is limited by no special regulation. A number of regulations are, however, set forth which must be strictly observed by belligerent ships authorised to remain in a French port, and these, it will be seen, take the shape of precautions against the use of such a port as a base for operations of any kind whatsoever against the enemy. It is at this point that the regulations seem to us defective in being somewhat vague, and also that no limit is placed on the supply of coal; for it is evident that if a neutral Power supplies belligerent vessels with coal which enables such vessels to proceed to a place where the enemy can be engaged, it is so far rendering assistance without which fighting could not take place, and it might just as well provide arms to either belligerent. However, as we have pointed out, Great Britain and Japan appear to be the only Powers which do so as coal and, and it was not so regarded by either Spain or the United States in the recent war. The point to which it is worth while drawing attention is that the instructions issued to the French authorities date as far back as 1898, and were therefore not drawn up with a view to meeting present contingencies. Before criticising the action of the French authorities in permitting the Russian ships to remain at Jibuti as a breach of international law, Professor Akiyama might have taken the trouble to ascertain what were the avowed principles of the French Government with regard to neutrality, and if he had referred to previous documents issued by France he would have saved himself from criticism as an authority on international law who has a somewhat deficient knowledge of his subject. What he represented as an infringement of the law of nations, justifying a serious protest from the Japanese Government, is clearly the application to a particular case of long-standing traditions on the part of France, and therefore the procedure taken is in no sense hostile to Japan.

GEO. FENWICK & COMPANY, LIMITED.

Following is the report for presentation to shareholders on 9th instant:—
The directors have now to submit to the shareholders a statement of accounts for the year ending 31st December, 1903.

The net profit for the year amounts to \$110,127, to which has been added \$8,096.68 brought forward from last year's account. After payment of directors and auditor, it is proposed to pay a dividend of 15 per cent., or \$22,520 to shareholders; to transfer to reserve fund \$5,000; and to carry forward \$10,517.95 to next year's account.

The works have been fully employed during the year, and the machinery and launches are in good order.

DIRECTORS.

Mr. W. Parlane resigned on his leaving the Colony last May. Mr. Hart-Buck was invited to join the Board in his place; he now resigns as he is leaving the Colony shortly, and Mr. W. Parlane has consented to re-join the Board. This appointment requires to be confirmed at this meeting.

AUDITOR.

The accounts have been audited by Mr. Thomas Arnold, who offers himself for re-election.

A. RONGER, Chairman.

Hongkong, 29th February, 1904.

STATEMENT OF ACCOUNTS FOR THE TWELVE MONTHS ENDING 31ST DECEMBER, 1903.

Assets.	
Value of land and buildings, as per last report	\$ 70,000.00
Value of machinery, plant, launches and office furniture, as per last report	\$ 45,770.00
Added during the year	15,595.52
Amount depreciated	61,361.52
Value of stock in trade as per last report	55,770.00
Per stock list	\$ 81,883.37
Written off	8,188.34
Value of work in progress	73,695.03
Cash on hand	14,194.75
Cash with the Hongkong & Shanghai Banking Corporation	1,013.45
Cash on fixed deposit	10,000.00
Cash with the Chartered Bank of India, Australia and China	296.18
Cost of 1 Union Insurance Society of Canton's share	245.00
Sundry debtors	509,683.85
	\$277,245.85

Liabilities.

Capital 6,000 shares at \$5 each, fully paid up	\$30,000.00
Reserve fund	65,000.00
Amount received on account of contracts	8,061.14
Sundry creditors	15,071.76
Balance of profit and loss account	39,107.95
	\$277,245.85

PROFIT AND LOSS ACCOUNT.

To cost of labour, material and working expenses	\$148,324.39
Salaries	16,620.35
Crown rent and taxes	1,166.72
Depreciation	13,783.86
Amount written off, sundry debtors, balance, profit appropriated as under:—	
Dividend of 15% on \$150,000.00	\$22,500.00
Auditors' fees	1,000.00
Auditor's fee	150.00
Carried to reserve fund	5,000.00
Balance to new a/c	10,517.95
	\$277,245.85

W. G. WINTERBURN, General Manager.

I have compared the above statement with the books and vouchers of the company and found the same in accordance therewith.

THOS. ARNOLD, Auditor.

Hongkong, 29th February, 1904.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	110 1/2
Do demand	110 1/2
Do 4 months' sight	110 9/16
France—Bank T.T.	23 3/4
America—Bank T.T.	45
Germany—Bank T.T.	1.00
India T.T.	138 1/2
Do demand	138 1/2
Shanghai—Bank T.T.	71
Japan—Bank T.T.	91 1/2
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	11 1/2
Buying.	
4 months' sight L/C	110 1/2
6 months' sight L/C	110 1/2
3 days' sight San Francisco & New York	4 1/2
4 months' sight do	4 1/2
30 days' sight Sydney and Melbourne	4 1/2
4 months' sight France	2.38
6 months' sight	2.39 1/2
4 months' sight Germany	1.04 1/2
Bar Silver	20 7/16
Bank of England rate	4 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows:—	
Malwa New	900/940
" Old	970/1,040
" Oldest	1,080/1,120
Patna New	1,260
" Enares New	1,250
Persian (Paper)	900/910

To-day's Advertisement.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"THALES."

Captain Robson, will be despatched for the above Ports, on TUESDAY, the 8th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS, LARRAIK & Co., General Managers.

Hongkong, 5th March, 1904.

To-day's Advertisements.

THEATRE ROYAL.

HENRY DALLAS MUSICAL COMEDY COMPANY.

ENORMOUS SUCCESS.

TO-NIGHT (SATURDAY), "THE MESSENGER BOY."

POSITIVELY LAST NIGHT.

PRICES \$3, \$2 and \$1.

PLANS AT

ROBINSON PIANO CO., LD.

Late Tram 15 minutes after Fall of Curtain.

W. FLEMING VALLANCE, Manager.

Future pieces will be duly advertised.

Hongkong, 5th March, 1904.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of \$22.50 per Share for the year ending 31st December, 1902, declared at today's Ordinary Annual Meeting, will be payable at the Premises of the HONGKONG AND SHANGHAI BANKING CORPORATION on and after MONDAY, the 15th instant, and Hongkong Shareholders are requested to apply for DIVIDEND WARRANTS at the Company's Offices, Pedder's Street.

JARDINE, MATHESON & Co., General Managers.

Hongkong, 5th March, 1904.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE TWENTY-FIRST ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company, will be held at the Company's Office, No. 14, Des Voeux Road, Victoria, on SATURDAY, the 19th March, 1904, at 11 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1903.

The TRANSFER BOOKS of the Company will be CLOSED from Wednesday, the 10th March, to Saturday, the 19th March, both days inclusive.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 5th March, 1904.

LUZON SUGAR REFINING COMPANY, LIMITED.

THE TWENTY-SECOND ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the Company will be held at the Offices of the General Agents, Pedder's Street, on THURSDAY, the 24th March, at 12.30 P.M., for the purpose of receiving the Report and Statement of Accounts to 31st December, 1903.

The TRANSFER BOOKS of the Company will be CLOSED from 11th to 24th March, both days inclusive.

JARDINE, MATHESON & Co., General Agents.

Hongkong, 5th March, 1904.

DON'T FORGET TO COME TO THE NEWLY OPENED WINDSOR GARDEN RESTAURANT,

which is under European management.

The attendance will be found satisfactory.

MEALS AT ALL HOURS.

PRIVATE PARTIES' DINNERS, PICNICS, &c., &c., can be had by special arrangement with the Manager.

We can also mention that the Scenery and View from this location are the finest in Hongkong.

We also supply every kind of CARRIAGES on hire at moderate prices.

WONG-KEI-CHUNG ROAD, (HAPPY VALLEY), Past the Race-Course.

Hongkong, 5th March, 1904.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

"KOREA,"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into their Godowns No. 30, Kennedy Town, Praya, and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining undischarged after the 12th instant will be subject to rent.

All Claims must be sent in to me on or before the 15th instant or they will not be recognised.

No Fire Insurance has been effected.

E. W. TILDEN, Agent.

Hongkong, 5th March, 1904.

FROM HAMBURG, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"BRISGAVIA,"

Captain Schulze, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 12th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 12th instant at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 5th March, 1904.

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Hon. the Director of Public Works to Sell by PUBLIC AUCTION, on

MONDAY,

the 7th March, 1904, at 11 A.M., at their Depot, Wanchai,

THE SHARE MARKET.

Dead in

LAST DIVIDEND.	QUOTATIONS.
S.	
£ 1.10/- & bonus of 10/- @ 1/8 1/2 =	\$610 sa.
for half-year ending 31.12.1903	\$34 b.
for 1903.....	\$10
URANCES.	
ent = \$32 per share for 1902 ...	\$480 s.
for year ended 30.4.1903.....	\$54
£ 1 making £2 for 1902.	71s. 68
12 for 1901	\$135
15 per share for 1902	\$175 sa.
URANCES.	
for share for 1901	\$200 b.

half-year ending 31.12.1903 ...	\$27 1/2
10/- per share for 1902.....	\$84 b.
\$5 per share for 1900.....	\$23
\$3 for year ended 30.6.1903...	\$33
} = 12% for year ending {	\$50
30.4.03 {	\$18 1/2 sa.
of 1/- for 1903	19/- s.
of 2 % for 1903	Tls. 36

of 34 3/4 = Tls. 1.75	Tls. 46 b.
RIES.	
\$7 making \$12 for 1903	\$107 b.
share for 1897	\$10 s.
ls. 2 1/4 for year ending 30.9.03...	Tls. 50 32.
NG.	
.....	\$1 s.
of Frs. 30 for 1903	Fr. s.

of 1/- per share 28.1.01	\$6½ b.
of 1/- per share 26.10.03	Tls. 6
AND GODOWNS.	
\$ & \$1 bonus for ¼-year 30.6.03...	\$202 b.
of Tls. 5 for ¼-year ending	
1903	Tls. 138½ b.
of \$2¼ for 1903	\$95

of Tls. 5 for 1903	Tls. 207½ sa.
AND BUILDINGS.	
cents per share for 1903	\$9
\$6 making \$12 for 1903	\$148 sa.
er share for 1903	\$35 s.
\$1 70 making \$3.20 for 1903...	\$54
rst 4-year 1903	\$146 s.

year ending 31.3.03	Tls. 14 sa.
amt. for 1903	\$104 b.
of 6 % & bonus of 4 % making } for 1903	Tls. 110
MILLS.	
of 60 cents, making \$1 for } 1903	\$154 s.
period ended 31.10.1903	Tls. 21 s.

of 3 % on account of 1898	Tls. 25 b.
div. of 4 % on acct. of 1898 ...	Tls. 32½ sa.
period ended 31.12.1897.....	Tls. 170 s.
COMPANIES.	
year ending 30.6.1900	\$200
" " " " " " " " " " " "	\$10 b.
of Tls. 3 per share	Tls. 50 b.

20 per share for 1902	\$248 sa.
.....	\$84 b.
of 5 % for 1903	\$14 sa.
share for 1902	\$74 s.
for year ending 30.4.1903 ...	\$124 s.
for year ending 30.4.1903 ...	\$7 s.
and 1 % bonus for 1902	\$140 b.
1903	\$150 sa.
ent—\$3.75 for 100?	\$3.

year ending 31.11.1903	\$300
year ending 31.7.1903	\$124 b.
\$24 for 1902	\$40 a.
.....	\$5 s.
} for year ending 31.5.03 ... {	\$94 b.
	\$110 b.
6 % making 12 % for year ...	\$154 s.
	27.

im dividend of Tls. 7½ paid
 1903 making so far Tls. 35 Tls. 30½ s.
 year ending 31.10.03
 \$50
 \$25
 BENJAMIN, KELLY & POTTS,
Share Brokers.
 Seller, s.a. = sales.

BREWERY,

ing offered in

oz. to the case).

GENTLEMEN'S DEPARTMENT.

WM. POWELL, LIMITED. 29, Queen's Road.

BOOTS & SHOES:—The following Boots and Shoes are made in Northampton, on the most English method, which is especially selected for us by a local Export.

Being made on American lasts they ensure Smoothness and Comfort. Stocks in half sizes and two fittings.

This is absolutely the largest stock in the East.
Give us an order for a trial pair.

A GOOD ARTICLE IS WORTH A FAIR PRICE.
HERE YOU WILL FIND THE BEST.

HIGH GRADE GOODS.

Black Box Calf, whole golosh (Lace) ... pair	\$13.00
" Glace Kid (Two shape) ... "	13.00
" Box Calf, Heavy Sole (Lace) ... "	14.50
" " no toecap " ... "	10.00
Brown Willow Calf, whole golosh (Lace) ... "	13.00
" Glace Kid (Two shape) ... "	12.50 & 13.00
" " no toecap " ... "	11.50
" Russian Calf, Round Toe " ... "	12.00
" Willow Calf Heavy Sole " ... "	14.50
" Grain, Waterproof Shooting Boot (Lace) ... "	17.50
Black Crup Shooters (Lace) ... "	13.00
Patent Leather Kid Top Lace or Button ... "	13.00
" Military Dress Boot, Spring Sides ... "	13.00
" Oxford Dress Shoes ... "	6.00 8.50
" Pumps (Court Shoes) ... "	6.00 8.50
White Canvas Boots ... 6.50 Bound Leather	8.50
" Shoes ... pair	4.00 to 7.00
Fawn Canvas Boot, Kid Lined and Bound ... "	8.50
Brown Glace Kid Shoes ... "	6.50 & 8.50
" Calf Shoe ... "	9.00
Black Calf Shoe ... "	6.50
" Glace Kid Shoe ... "	8.50
Brown Leather Shoe red rubber sole ... "	8.50 10.00
White Buckskin Shoe ... "	10.00
" Canvas Shoe, " ... "	6.00 to 8.00

Ladies' Department, 34, Queen's Road Central.

WM. POWELL, LIMITED. 28, Queen's Road.

SHIRTS:—

White Dress, Centre Stud Hole ... each	\$3.00 3.75 5.00 7.25
White, 2 Stud for Business Wear ... "	3.25
White, Short Front ... "	2.75 3.25
White Lawn, Soft Front ... 6 oz. in weight	3.00
Superfine White Zephyr or Cambrie, ... "	
Soft Front Stiff Cuffs ... "	4.00
White Twill, Silk Finish, for Tennis ... "	3.25
White Cellular with Detachable Collar ea. 2.50 3.00 3.50 3.75 4.00	
White Cellular Stiff Linen Cuffs ... "	3.75
Finest White Zephyr Tunics (Self Stripe) ... "	4.25
White Mat (Self Stripe) Detachable Collar ... "	3.75
Colored Print Tunics (Fast Collars) ... each	3.00 3.50 3.75
Superior French Print Tunics, Stiff Front and Cuffs ... "	4.50
Best Coloured Zephyr & Oxfords (Tunics) best quality ea. 4.00 4.25	
Colored Flannel Shirts, Detachable Collar ... each	6.50
" " Unshrinkable ... "	8.50

ENGLISH HANDMADE NECKWEAR.

Fly End or handkerchief Ties ... each	1.00 to 2.50
Made up colored Silk Bows ... 75 cts.	1.00 1.25
Ascot Ties for Tying in a large Puff of Black Satin, Black Soft	
Silk, Black figured Silk, or Blue with White Spot Foulard ea.	2.50
Stock Ties for Riding, etc. ... each	1.25 1.50 2.50
A large Variety of Woven Silk Tubular, Bow	
Tie, all latest patterns ... each	1.00
A small Tie suitable for Bow or Knot in light	
and dark colors fine quality Silk ... 1.00 to 1.50	
Four in hand or Derby Ties ... each 75 cts. to 2.50	
Etc., Etc., Etc.	

Everything for Ladies' & Children's Wear.

WM. POWELL, LIMITED. 28, Queen's Road.

HALF HOSE:—

Plain Black or Navy Cashmere ... pair	1.00 1.25 1.50
Fancy or Stripes, Cashmere, Silk and Wool,	
light and dark ... 1.50 1.75 2.00 2.25 2.50 2.75 3.00	
Embroidered Cashmere for Dress Wear ... pair	1.50 to 3.00
Embroidered Silk for Dress Wear ... "	2.75 to 6.50
Plain Black Silk ... "	2.25 to 5.00
Tan Silk and Wool, Splendid value ... "	1.75
Lisle Thread, Plain Black or White ... "	1.00
" (Openwork) ... "	1.00 1.50
" Embroidered " for Dress Wear pair	1.75
Black Ribbed Imitation Silk ... pair	1.25
Fine Black Cotton, Embroidered ... doz. pairs	4.50
Pure Natural Wool ... 1/2 Hose pair from	0.85
Merino ... " pair from	0.40
Warm Woollen for Winter Wear ... " pair from	1.00
Tan Cotton " Hercules " Special ... pair	1.00
Hose for Shooting, Football, Cycling, Golfing	
etc., a large variety of Patterns, Scotch	
Knit ... pair	2.00 to 4.50

UNDERWEAR:—

English Balbriggan ... vests each	1.65 to 2.50
" ... pants "	1.85 to 2.50
India Gauze ... vests "	1.25 to 1.50
" ... pants "	1.25 to 2.00
" Athletic Vests, no buttons ... "	2.00
Pink or Pale Blue Wool ... vests "	3.00 to 3.25
" ... pants "	3.00 to 3.25
Natural Undyed Wool ... vests "	2.75 to 4.00
" ... pants "	3.00 to 4.25
Pure Natural Wool Unshrinkable ... vests "	4.50 to 5.25
" ... pants "	5.00 to 6.00

Everything for Ladies' & Children's Wear.

WM. POWELL, LIMITED. 28, Queen's Road.

RUGS:—

A splendid selection of Woollen Rugs, fringed	
6.00 7.50 8.50 10.00 12.50 14.00 16.00 20.00 25.00	
Reversible ... 9.00 12.00 15.00	
Pure Wool, Scotch make ... 12.00 15.00 18.00 20.00	
Tartans in all the leading Clans 15.00 17.50 22.00 24.00 25.00	

TRUNKS & TRAVELLING REQUISITES:—

A large assortment of Trunks in various	
sizes, light or heavy weight ... each from	17.50 to 45.00
Dress Baskets ... each	30.00 to 40.00
Small Trunks, suitable for Cabin use, in	
American Cloth, Mail Canvas and	
Leather, prices ranging ... each from	15.00 to 25.00
Tin Trunks in all sizes, Sole Leather suit Cases each	28.00 to 35.00
Fitted Dress suit Cases, sole Leather, containing	
pair best quality military hair brushes, hat	
brush, clothes brush, shaving brush in bottle,	
tooth brush in bottle, razor, strop, mirror, price	50.00 to 70.00
Gladstone Bags, best cowhide 20" to 30" ... 25.00 to 35.00	
Fitted Bags, best cowhide ... 70.00 to 90.00	
Soiled Linen Bags with Brass Fittings and padlock	4.00 to 7.50
Waterproof Holdalls, Umbrella Cases, etc., etc.	
Luggage Straps, labels, etc. at moderate prices ...	

SUNDRIES:—

Braces \$1.00 to 3.00 pair, Links and Studs of all kinds ...	
Leather Belts, ... Pigskin 2.00 Football belts from	0.75
Black Silk cummerbunds for dress wear ... each	3.00 3.25
Puggarces, 0.85 to 3.00 ... Hatguards, Armlets, etc. ...	

Everything for Ladies' & Children's Wear